



SIR CHARLES TUPPER.—Our picture of Sir Charles Tupper is one of the latest that has been taken, and represents him pretty much as he appears to-day. He was born at Amherst, Nova Scotia, on the 2nd July, 1821, and is an *alumnus* of Acadia College, taking the degrees of M. A. and D. C. L. from that institution. Having chosen medicine as his profession, he studied at Edinburgh, and got the degree of Royal College of Surgeons of that city in 1843. He is governor of Dalhousie College since 1862, and was president of the Canada Medical Association from its establishment, in 1867, until 1870, when he declined reelection. He entered public life in 1855 as member of the Nova Scotia Assembly for Cumberland, a constituency which he has represented, in some shape or form, ever since. He was Provincial Secretary of his native province from 1857 to 1860, and from 1863 to 1867, and First Minister from 1864 to 1867, the year of Confederation. Sir Charles Tupper was one of the Fathers of Confederation, being a member of the Union Conference at Charlottetown in 1864, to that at Quebec the same year, and to the Colonial Conference, at London, in 1866-67. He went to England, in regard to the Nova Scotia difficulty about the Union, in 1868. Sir Charles holds the patent of rank and precedence from Her Majesty as an ex-Councillor of Nova Scotia, and was created C.B. in 1867, K.C.M.G. in 1879, and G.C.M.G. in 1886. His career in the Federal Administration has been multifarious and active. He declined a seat in the first confederate cabinet, in 1867, but accepted the presidency of the Council in 1870, and filled several other offices until 1873, when he resigned with the Government. On the return of his party to power, in 1878, he was made successively Minister of Public Works, and of Railways and Canals, till 1884, when he was appointed High Commissioner to London. He represented the Dominion as Executive Commissioner at the Antwerp International Exhibition, in 1885, and, again, at the Colonial and Indian Exhibition, in 1886. Sir Charles has sat for Cumberland since 1855, except during the intervals when he was out of parliamentary life, for short intervals, and that constituency has kept faithful to him, through almost innumerable electoral contests. In Parliament his name is associated with a large number of important measures. In 1880 he was one of three who went to obtain the ratification by the Imperial Parliament of the Canadian Pacific Railway, and he was connected with the negotiations almost to the completion thereof. In 1884 he occupied his office of High Commissioner at London; returned to take office as Finance Minister, in 1887; was nominated to the Fisheries Commission at Washington; passed the bill ratifying the Treaty, in the Parliament of 1888, and is now once more in England, attending to the interests of the Dominion.

THE CANADIAN CRUISER "ACADIA."—We intended to have presented our readers with pictures of our entire Canadian fleet of cruisers, doing patrol duty on the fishing grounds; also engravings of the fishing fleets and other subjects of interest in the same connection. But finding it too late in the season, we had to put off our project till next year. Meanwhile, through the courtesy of the Department of Marine and Fisheries and the kindness of Captain Gordon, we are enabled to give engravings of the "Acadia," the flagship of the squadron, and of her officers. The "Acadia" was formerly the famous U. S. yacht, the "Yosemite," built in 1880 by John Roach, of Brooklyn, for the millionaire banker, Wm. Belden. She is 237 net register tons, or about 400 gross. Her dimensions are: length, 210 feet; beam, 24 ft.; draught of water when deep loaded, aft 14 ft. 6, forward 10 ft. 6. This vessel has great speed considering the date of her construction. She can steam when required between 17 and 18 knots per hour, equal to from 20 to 21 land miles. In actual practice this is not done, as the consumption of coal to maintain such a rate would be from eighteen to twenty tons per day; cruising at 10 or 11 knots seven tons per diem is all that is consumed. She is a good sea boat and in every way a staunch little vessel, carrying two six pounder guns and a crew of thirty-seven men. Being low in the water and of but little beam, she is not observable at any great distance, and when a fleet of fishermen is sighted and a spurt put on, she runs down so rapidly on them that they have christened her "The Ghost." Should the engines by any mischance become disabled, the screw can be disconnected and allowed to revolve clear of the engines, under which circumstance the "Acadia" carries quite canvass enough to be manageable.

M. LUCIEN PETYT.—This gentleman is a civil engineer, who is bearer of a commission from the French Government to visit, examine and report on the railway system of Canada and the United States. M. Petyt sprung from sailor stock, at Denkerque, in the North of France, has distinguished himself at home by much professional work in the inspection of the technical services of the State railways at Paris, and by reports on the mobilisation and concentration of troops. During the late war he served with such acceptance in the Army of the North, acting on the staff of the Division Commander, Gen. Favre, that he was made Knight of the Legion of Honour in 1871. M. Petyt has been offered the hospitality and assistance of the Canadian

Pacific Railway authorities, with all that these terms imply, and has gone over the whole line of scientific observation from Manitoba to Vancouver. His report to the French Department of Marine and Colonies will doubtless be worthy of the importance of the mission, the abilities of the officer, and the initiative of the Republic of France.

OTTAWA PUBLIC GARDENS.—There are perhaps no ornamental grounds of the kind in Canada having so many advantages of scenery joined to them as these Ottawa Gardens. The situation will be located at a glance from the sight of the Main Parliamentary Building. The view of the Parliamentary Library, full in front, is doubtless the finest ever taken of that miracle of architecture, and enough, of itself, to give price to the engraving.

THE LACHINE BOATING CLUB has its quarters at Lachine, on the River St. Lawrence, distant from Montreal about eight miles, and was formed in the year 1864, its first president being Thomas Workman, Esq. Then, in rapid succession, we find the names of the following gentlemen filling that office, viz.: Thos. A. Dawes, Esq.; Alfred Brown, Esq.; Hon. John Young; William McNaughton, Esq.; H. E. Murray, Esq.; W. H. Rintoul, Esq.; H. D. Whitney, Esq.; A. Boyer, Esq., M.P.P. Some of the leading aquatic events which have taken place in this country have been held under the club's auspices, notably the four oared race for the championship of the world, between the Paris crew of St. John, N.B., and the Tyne crew of Newcastle, Eng., and the single scull race, in which the great Renforth rowed, in September, 1870. The race for the championship, between Hanlon and Courtney, was also rowed here. Two of the most successful regattas of the Canadian Association Amateur Oarsmen have been held at Lachine under its management, and at the last, in 1886, the Lachine Crew won the four oared race for the championship of Canada. During the past few years canoeing has been a favourite pastime with many of its members, and the Lake St. Louis Canoe Club is an outcome of this, both being associated, and their annual regattas are always looked forward to with interest. Sailing is also gone into with much zest, and some crack yachtsmen are among its members. Since its formation the club has steadily progressed, and is now looked upon as one of the leading clubs in the country; membership, about 200. Present committee of the Lachine Boating Club, 1888: Hon. president, T. A. Dawes, Esq.; president, A. Boyer, Esq., M.P.P.; first vice-president, Andrew J. Dawes, Esq.; second vice-president, Jas. G. Monk, Esq.; captain, A. E. Nash, Esq.; committee, Messrs. W. H. Rintoul, A. W. Morris, D. Robertson, C. H. Gwilt, G. H. Duggan, J. S. Robertson, A. B. Gwilt, A. Shearwood, Norman Henderson, T. Gilmour; hon. secretary and treasurer, C. R. Christie.

A JERSEY FAMILY.—Ten or fifteen years ago the sight of this small herd would have been a curiosity. But since then, the Jerseys have become Canadian, and to such an extent that we have a progeny of our own and our own herdbook. While they are cultivated to perfection in Ontario, especially by Mr. Fuller, they have two seats in Quebec—one at St. Lamberts, whence the distinct name of a family, and another at Ste. Anne de Bellevue, on Montreal Island, where the yield is known for its prize-winnings at all exhibitions.

MANŒUVRES OF THE FRENCH FLEET.—Two sketches are comprised under this heading. The first is the firing of a great turret gun, showing that now-a-days such exercises are executed through the agency of vapour or of hydraulic machinery. Indeed, the shells are drawn from the magazine by mechanical apparatuses, propelled along the deck through iron-bound tubes, and delivered to the breach, when the gunner has nothing left to do except to close the opening, point and fire. This is the subject of our first sketch, and the sight is said to have been of interest to President Carnot. The next picture is that of the repulsion of the torpedo boats' attack at night. The plan of the engagement was that a number of torpedo boats should attempt to break the barriers and surprise the ironclads. The latter, being ever on guard, shoot their electric lights to all points of the horizon, and then belch forth their thousands of projectiles, from the revolver cannon and the marine rifles. Although it is only a mock combat, the effect is described as singularly impressive, as, amid the thunder of heavy artillery from the ironclads, the dark, invisible torpedo boats, freighted with terrible death, advance silently and without reply. The President of the Republic, who witnessed the splendid sight from the platform of the land fortification, at Cherbourg, where stands the statue of Napoleon I., expressed his unbounded admiration of the perfection and sublimity of the whole manœuvre.

THE WEDDING ANNIVERSARY.

At the end of the first year comes the cotton wedding.
At the end of the second year comes the paper wedding.
At the end of the third year comes the leather wedding.
At the end of the fifth year comes the wooden wedding.
At the end of the seventh year comes the woollen wedding.
At the end of the tenth year comes the tin wedding.
At the end of the twelfth year comes the silk and fine linen wedding.
At the end of the fifteenth year comes the crystal wedding.
At the end of the twentieth year comes the china wedding.
At the end of the twenty-fifth year comes the silver wedding.
At the end of the thirtieth year comes the pearl wedding.
At the end of the fortieth year comes the ruby wedding.
At the end of the fiftieth year comes the golden wedding.
At the end of the seventy-fifth year comes the diamond wedding.

WALDEN PHILOSOPHY.

There are not many men precisely like Thoreau. If there were, we should have a primitive hut beside every clear pond and a whole host of philosophers hoeing beans. But, again: if there were more somewhat like him, the bankrupt court would figure less prominently in daily national life, and many a man would be simply and honourably doing what he could with the hands and brains God gave him and living where he could live honestly, instead of prevaricating, struggling to keep up appearances, deceiving, embezzling, and, finally, crowding all canvas for the haven of insolvency, as the only respectable (?) refuge open to him.

It is not that one would point to Thoreau as the one true mode of living. That, on the face of it, would be folly; for there is no *one* true mode of living. Time, environment, physical condition, mental trend—all must have some bearing upon the conduct of life.

The Walden recluse himself found his life in the woods the best life for two years and two months only. Probably, if we are in earnest, we can all find what is best for us to do, at each and every time.

Indeed, so far from setting Thoreau on a pedestal of perfection, one sometimes feels very much inclined to quarrel with him, overlooking, for the moment, the good message which is the note of his book "Walden." For instance, when he gets into the mysteries of breadmaking, and gives his views concerning the unimportance of yeast and salt; or, again, when, after mentioning his maternal draught of clear pond water, he exclaims: "Fancy dashing the hopes of a morning with a cup of warm coffee!" I must confess to being rather nettled by that, having never found anything in good, clear, breakfast coffee peculiarly destructive to the frail fabric of which hopes are made.

Still more aggravating are his remarks anent philanthropy. Although not so callous on a second reading as they would appear at first, one cannot help feeling that he under-rates the true piety which was at the back of most of the philanthropy of which he speaks so lightly. Of course, philanthropy is frequently misdirected, and frequently assumed from ulterior motives. Nevertheless, if Lazarus be at our gate, we must soothe his wounds and satisfy his hunger, if we would not know a hunger in our souls and bear about with us a wounded spirit.

However, any points on which Thoreau expresses himself somewhat differently from what one might have desired are lost sight of in the face of all that is good in his life and writings, and this, it seems to me, is the main good in both—simplicity. He preached it, and he lived it, and thousands of careworn men and women, if they would but heed the quiet voice from the Massachusetts woods might get the easiest, the only practicable solution to their multitude of social and domestic problems. Not that it would be necessary or advisable for them all to build rough cottages on pine-grown hills, and hoe beans for a living. Thoreau himself warns against a too literal interpretation of his message. But what is necessary and what is advisable is that frugal simplicity, any primitive crudeness should be considered preferable to debt and dishonesty or the bondage of endless anxious struggling to keep up appearances. For what does this keeping up of appearances amount to, after all? Smith wearing himself out, bringing grey hairs to his head, and taking the sweetness out of everything with worry and anxiety—perhaps even pressing duplicity into the service, that Brown, who lives on his right hand, and Jones, on his left, may think his income is four thousand when, in reality, it is only two. "Before we can adorn our houses with beautiful objects, the walls must be stripped, and our lives must be stripped, and beautiful housekeeping and beautiful living be laid for a foundation," says Thoreau. But beautiful housekeeping and beautiful living could not abide under the same roof with such foolish and unworthy pretence. If we were more given to sustaining